

## Commercial.

## THIS DAY.

We have not a single transaction to report from the Share Market to-day.

## SHARES.

Hongkong and Shanghai Bank—New Issue 101 per cent. premium, buyers.  
Union Insurance Society of Canton—\$625 per share, buyers.  
China Traders' Insurance Company—\$73 per share, buyers.  
North China Insurance—Tls. 1,450 per share. Canton Insurance Company, Limited—\$112 per share.  
Yangtze Insurance Association—Tls. 1015 per share, sellers.  
Chinese Insurance Company—\$215 per share, sellers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$355 per share, buyers.  
China Fire Insurance Company—\$370 per share, sellers.  
Hongkong and Whampoa Dock Company—\$74 per cent. premium.  
Hongkong, Canton, and Macao Steamboat Co.—\$49 per share, premium.  
China and Manila Steam Ship Company—\$118 per share.  
Hongkong Gas Company—\$80 per share.  
Hongkong Hotel Company—\$150 per share, buyers.  
Indo-China Steam Navigation Company, Limited—25 per cent. dis., buyers.  
China Sugar Refining Company, Limited—\$140 per share.  
China Sugar Refining Company (Debtentures)—2 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$81 per share.  
Hongkong Ice Company—\$155 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/4  
Bank Bill, on demand 3/8  
Bank Bill, at 30 days sight 3/8  
Bank Bill, at 4 months sight 3/8  
Cred. at 4 months sight 3/8  
Documentary Bill, at 4 months 3/8  
ON PARIS.—Bank, T. T. 46 1/2  
Bank Bill, on demand 46 1/2  
Cred. at 4 months sight 46 1/2  
ON BOMBAY.—Bank, T. T. 22 1/2  
Bank Bill, on demand 22 1/2  
ON CALCUTTA.—Bank, T. T. 22 1/2  
Bank Bill, on demand 22 1/2  
ON SHANGHAI.—Bank, T. T. 73  
Bank Bill, on demand 73  
Private, 30 days sight 73 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$535  
(Allowance, Tals 72)  
OLD MALWA.....per picul, \$575  
(Allowance, Tals 52)  
NEW PATNA, high touch (without choice) per chest.....\$567 1/2  
NEW PATNA, high touch (first choice) per chest.....\$570  
NEW PATNA, high touch (bottom) per chest.....\$572  
NEW PATNA, high touch (second choice) per chest.....\$565  
NEW PATNA, low touch (without choice) per chest.....\$565  
NEW PATNA, low touch (first choice) per chest.....\$567 1/2  
NEW PATNA, low touch (bottom) per chest.....\$570  
NEW PATNA, low touch (second choice) per chest.....\$563 1/2  
OLD PATNA, high touch (without choice) per chest.....\$563 1/2  
NEW BENARES, high touch (without choice) per chest.....\$563 1/2  
NEW BENARES, high touch (bottom) per chest.....\$560  
NEW PERSIAN (best quality) per picul, \$485 @ \$525  
OLD PERSIAN (best quality) per picul, \$375 @ \$400  
OLD PERSIAN (second quality) per picul, \$365 @ \$395

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)

Barometer	Thermometer	Direction of Wind	Force of Wind	State of Sky	Clouds	Direction of Wind	Force of Wind	State of Sky	Clouds
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0

## CHINA COAST METEOROLOGICAL REGISTER.

## THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force of Wind	State of Sky	Clouds	Direction of Wind	Force of Wind	State of Sky	Clouds
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0
750.0	71.0	N.E.	1	B.	0	N.E.	1	B.	0

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths. Direction of Wind, in a shaded direction. Force of Wind, in a shaded direction. State of Sky, in a shaded direction. Clouds, in a shaded direction. Direction of Wind, in a shaded direction. Force of Wind, in a shaded direction. State of Sky, in a shaded direction. Clouds, in a shaded direction.

## Shipping.

## ARRIVALS.

TELEMACHUS, British steamer, 1,421, Henry Jones, 31st Oct.—London 12th Sept. and Singapore 24th Oct. General—Butterfield & Swire.  
ELECTRA, German steamer, 1,161, E. Kaler, 31st Oct.—Saigon 25th Oct. Rice—Siemens & Co.  
DIAMOND, British bark, 391, Ness, 31st Oct.—Kuchinotzu 21st Oct. Coal—Captain.  
MIRAMAR, British steamer, 891, Duggan, 1st Nov.—Rangoon 11th Oct. Penang 16th, Singapore 19th, and Saigon 25th, Rice and Paddy—Bun Hin & Co.  
OTTO, German ship, 1,205, Fortmann, 31st Oct.—Shanghai 26th Oct. Ballast—Russell & Co.  
MONGKUT, British steamer, 859, J. H. Loff, 1st Nov.—Bangkok 24th Oct. General—Yuen Fat Hong.

## CLEARANCES AT THE HARBOUR OFFICE.

Antion, German steamer, for Hoihow, Bellingham, German steamer, for Singapore.  
October 31, Emerald, British steamer, for Amoy.  
November 1, Kwangtung, British steamer, for Swatow, &c.  
November 1, Kihwa, British str., for Nagasaki and Yokohama.

## PASSENGERS—ARRIVED.

Per Telemachus, str., from London, &c.—1 European and 140 Chinese.  
Per Electra, str., from Saigon.—3 Chinese.  
Per Miramar, str., from Rangoon, &c.—30 Chinese.  
Per Mongkut, str., from Bangkok.—93 Chinese.

## DEPARTED.

Per Caterthun, str., for Port Darwin, &c.—Captain Miller, and Mr. Binstead.

## REPORTS.

The German steamer, Electra reports left Saigon on the 25th ultimo. Had very strong N.E. monsoon the whole voyage.  
The British steamer Telemachus reports left London on the 12th September, and Singapore on the 24th ultimo. The first part had light winds and fine weather. On the 25th ultimo, 30th, and 31st had strong N.E. wind and heavy squalls with head sea running.

The British steamer Miramar reports left Rangoon on the 11th ultimo. Had light winds throughout the passage. Left Penang on the 16th, and Singapore on the 19th. Had calm weather until arrival. Left Saigon on the 25th. Had N.E. gale with very heavy head sea and overcast water throughout the passage.

## NAGASAKI SHIPPING.

ARRIVALS.  
12, Tokio Maru, Japan, str., from Shanghai.  
13, Flying Fish, British gunboat, from Korea.  
14, Waverley, British steamer, from Shanghai.  
15, C. Madden, British steamer, from Tientsin.  
16, Hiroshima Maru, Japan, str., from Kobe.  
17, Takachio Maru, Japan, str., from Kobe.  
18, Strathmore, British steamer, from Kobe.  
19, Curacao, British corvette, from Yokohama.  
20, Ingo, German steamer, from Shanghai.  
21, Kumamoto Maru, Japan, str., from H'kong.  
22, Kamichaka, Rus. str., from Vladivostok.  
23, Cardiganshire, British str., from Kobe.  
24, Sobol, Rus. gunboat, from Vladivostok.  
25, Tyne, British steamer, from Shanghai.  
26, Nagoya Maru, Japan, str., from Shanghai.  
27, Sumanoura Maru, Japan, str., from Y'ama.  
DEPARTURES.  
12, Batavia, British bark, for Shanghai.  
13, Tokio Maru, Japan, steamer, for Kobe.  
14, Kolga, British bark, for Shanghai.  
15, Kogin & Otto, New bark, for Shanghai.  
16, Hiroshima Maru, Japan, str., for Shanghai.  
17, Waverley, British steamer, for Shanghai.  
18, Takachio Maru, Japan, str., for H'kong.  
19, Ingo, German steamer, for Shanghai.  
20, Kumamoto Maru, Japan, str., for Kobe.  
21, Hedvig, British bark, for Shanghai.  
22, Strathmore, British str., for Shanghai.  
23, Curacao, British corvette, for Shanghai.  
24, Nagoya Maru, Japan, steamer, for Kobe.

## YOKOHAMA SHIPPING.

ARRIVALS.  
12, Genka Maru, Japan, str., from Yokohama.  
13, Seiro Maru, Japan, str., from Yokohama.  
14, Keng Maru, Japan, steamer, from Kobe.  
15, Hiroshima Maru, Japan, str., from Kobe.  
16, Kairi Maru, Japan, steamer, from Kobe.  
17, Naniwa Maru, Japan, str., from Yokohama.  
18, Codrington, French str., from Hongkong.  
19, Wakanoura Maru, Japan, str., from Kobe.  
20, Satria, British bark, from Middleborough.  
21, Taganoura Maru, Japan, str., from Yokohama.  
22, Tokio Maru, Japan, str., from Shanghai.  
23, Totomi Maru, Japan, str., from Antwerp.  
24, Seisho Maru, Japan, steamer, from Osaka.  
25, H. Hall, Brit. ship, from Middleborough.  
26, City of Peking, Amer. str., from Hongkong.  
27, Kousue Maru, Japan, str., from Kobe.  
28, Takasago Maru, Japan, str., from Kobe.  
29, Tokai Maru, Japan, steamer, from Kobe.  
DEPARTURES.  
12, Tanaka, French steamer, for Hongkong.  
13, Taganoura Maru, Japan, str., for Yokohama.  
14, Philomena, German steamer, for Hamburg.  
15, Pearl, American bark, for Hakodate.  
16, Niigata Maru, Japan, str., for Hakodate.  
17, Seiro Maru, Japan, steamer, for Yokohama.  
18, Taganoura Maru, Japan, str., for Yokohama.  
19, Kendin Maru, Japan, str., for Yokohama.  
20, Kairi Maru, Japan, steamer, for Kobe.  
21, Wakanoura Maru, Japan, str., for Kobe.  
22, Genka Maru, Japan, str., for Shanghai.  
23, Shidzuka Maru, Japan, str., for Shimidzu.

ARRIVALS.  
12, Genka Maru, Japan, str., from Yokohama.  
13, Seiro Maru, Japan, str., from Yokohama.  
14, Keng Maru, Japan, steamer, from Kobe.  
15, Hiroshima Maru, Japan, str., from Kobe.  
16, Kairi Maru, Japan, steamer, from Kobe.  
17, Naniwa Maru, Japan, str., from Yokohama.  
18, Codrington, French str., from Hongkong.  
19, Wakanoura Maru, Japan, str., from Kobe.  
20, Satria, British bark, from Middleborough.  
21, Taganoura Maru, Japan, str., from Yokohama.  
22, Tokio Maru, Japan, str., from Shanghai.  
23, Totomi Maru, Japan, str., from Antwerp.  
24, Seisho Maru, Japan, steamer, from Osaka.  
25, H. Hall, Brit. ship, from Middleborough.  
26, City of Peking, Amer. str., from Hongkong.  
27, Kousue Maru, Japan, str., from Kobe.  
28, Takasago Maru, Japan, str., from Kobe.  
29, Tokai Maru, Japan, steamer, from Kobe.

ARRIVALS.  
12, Genka Maru, Japan, str., from Yokohama.  
13, Seiro Maru, Japan, str., from Yokohama.  
14, Keng Maru, Japan, steamer, from Kobe.  
15, Hiroshima Maru, Japan, str., from Kobe.  
16, Kairi Maru, Japan, steamer, from Kobe.  
17, Naniwa Maru, Japan, str., from Yokohama.  
18, Codrington, French str., from Hongkong.  
19, Wakanoura Maru, Japan, str., from Kobe.  
20, Satria, British bark, from Middleborough.  
21, Taganoura Maru, Japan, str., from Yokohama.  
22, Tokio Maru, Japan, str., from Shanghai.  
23, Totomi Maru, Japan, str., from Antwerp.  
24, Seisho Maru, Japan, steamer, from Osaka.  
25, H. Hall, Brit. ship, from Middleborough.  
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28, Takasago Maru, Japan, str., from Kobe.  
29, Tokai Maru, Japan, steamer, from Kobe.

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## Post Office.

## A MAIL WILL CLOSE.

For Hoihow and Pakhoi.—Per Antion, to-day, the 1st instant, at 5 P.M.  
For Amoy and Shanghai.—Per Telemachus, to-morrow, the 2nd instant, at 5 P.M.  
For Kudat and Sandakan.—Per Thales, on Saturday, the 3rd instant, at 3 P.M.  
For Straits Settlements.—Per Eurpha, on Saturday, the 3rd instant, at 4 P.M.  
For Saigon.—Per C. T. Hook, on Sunday, the 4th instant, at 9 A.M.  
For Swatow, Amoy, & Foochow.—Per Douglas, on Monday, the 5th instant, at 5 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hong Kong for the Far East for 1883, which supercedes all previous editions.

## MAILS BY THE FRENCH PACKET.

The French Contract Packet "ANADYR" will be despatched on TUESDAY, the 6th instant, with Mails to the United Kingdom, Europe, and places beyond, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.  
The usual hours will be observed in closing the Mails, &c.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "OCEANIC" will be despatched on WEDNESDAY, the 17th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—  
At 2 P.M. Office closes.  
At 2 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

## SHIPPING IN HONGKONG.

## STEAMERS.

ARRATON APCAR, British steamer, 1,392, A. B. Macfarlane, 22nd Oct.—Calcutta 7th Oct. Penang 13th, and Singapore 16th; Opium, Salt-petre, and Sundries.—D. Sarsoon, Sons & Co.  
CHINA, German steamer, 648, Schoer, 13th Oct.—Amoy 11th Oct. General.—Yuen Fat Hong.—Kowloon Dock.  
CHOLLERTON, British steamer, 1,733, James Clark, 26th Oct.—Newcastle, N.S.W., 5th Oct. Coal.—Siemens & Co.  
C. T. Hook, British steamer, 902, W. Jarvis, 26th Oct.—Saigon 22nd Oct. Rice, Paddy, and Rice Flour.—Thos. Howard & Co.  
DON JUAN, Spanish steamer, 684, Jose M. Marquez, 26th Oct.—Manila 26th Oct. General.—Brandao & Co.  
EUROPA, German steamer, 1,003, John Schade, 26th Oct.—Saigon 16th Oct. Rice, Melchers & Co.  
EMU, Spanish steamer, 410, Rementeria, 10th June—Manila 27th June General.—Rementeria & Co.—Kowloon Dock.  
FAM, British steamer, 117, A. Stapani, Hongkong and Whampoa Dock Co.  
HAILONG, British steamer, 277, F. Ashton, 26th Oct.—Tamsui 23rd Oct. and Amoy 25th, General.—D. Laprak & Co.—Kowloon Dock.  
HAINAN, British steamer, 281, J. Woone, 20th Oct.—Haiphong 16th Oct. Pakhoi 17th, and Hoihow 19th, General.—A'feng & Co.  
LI YUNG, Annamite steamer, 150, Chun, 10th June.—Touron 15th June, General.—Whitney & Co.

ARRIVALS.  
12, Tokio Maru, Japan, str., from Shanghai.  
13, Flying Fish, British gunboat, from Korea.  
14, Waverley, British steamer, from Shanghai.  
15, C. Madden, British steamer, from Tientsin.  
16, Hiroshima Maru, Japan, str., from Kobe.  
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20, Ingo, German steamer, from Shanghai.  
21, Kumamoto Maru, Japan, str., from H'kong.  
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## HONGKONG—SAILING VESSELS.

## Continued.

S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.—Bangkok 25th August, General—Chen.  
THREE BROTHERS, British bark, 366, Kahlcke, 1st Sept.—Quinhon 25th August, General.  
—Ee Tye Hong.  
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June—Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.  
WALLS CASTLE, British bark, 626, Kennett, 23rd Oct.—Gulnayan 23rd Sept. Wood—Lane, Crawford & Co.  
WILDWOOD, American bark, 1,099, Chas. P. Sawyer, 23rd Sept.—Nagasaki 14th Sept., Coal—M. B. M. S. S. Co.  
W.M. MANSON, British bark, 366, H. Kindred, 1st Oct.—Newchwang 18th September, Beans—Russell & Co.  
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August, Cardiff 4th April, Coals.—P. & O. S. N. Co.

## CANTON.

AMOV, British steamer, 814, D. Herrmann, 29th Oct.—Chefoo 24th Oct. Beans—Siemens & Co.  
CHINKIANG, British steamer, 987, S. Orr, 30th Oct.—Shanghai 23rd Oct. and Foochow 28th, General—Siemens & Co.

## WHAMPOA.

MANHEM, Swedish 3-m. sch., 463, Jansson, 28th Oct.—Newchwang 16th Oct. Beans—Siemens & Co.

## RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.  
Ho-nam, British steamer, 1,377—Hongkong, Canton, & Macao Steamboat Co.—Laid up.  
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.  
Kin-king, British steamer, 617, T. Berning—Hongkong, Canton, & Macao Steamboat Co.  
Kiang-chow, British steamer, 159, Goggin—Hongkong, Canton, & Macao Steamboat Co.  
Powai, British steamer, 1,890, G. B. Lefevre—Hongkong, Canton, & Macao Steamboat Co.  
White Cloud, British steamer, 527, A. Benning—Hongkong, Canton, & Macao Steamboat Co.  
Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

## AMOV.

In Port on 23rd October, 1883.

Brunette, British bark, 375 (Turnbull)—H. A. Petersen & Co.  
Chateaubriand, British bark, 409 (Edwards)—H. A. Petersen & Co.  
Helene, German bark, 250—Boyd & Co.  
Hilda Maria, German bark, 275 (E. Tenna)—Pasdag & Co.  
Lucky, Siamese bark, 425 (Siqueira)—Dauber & Co.  
Meridian, Siamese bark, 345 (Kruze)—Pasdag & Co.  
Milton, Norwegian bark, 467 (Kroger)—H. A. Petersen & Co.  
Minna Deutschmann, German schooner, 164 (Spielberg)—Chinese.  
W. Minster, British bark, 362 (Sievwright)—Boyd & Co.

## FOOCHOW.

In Port on 20th October, 1883.

Kristina Nilsson, American brig, 297 (Thomson)—Russell & Co.

## SHANGHAI.

In Port on 24th October, 1883.

Anglo-Indian, British bark, 444 (Henningson)—Nils Moller.  
Batavia, British bark, 366 (Oberg)—Nils Moller.  
Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
Chloris, German bark, 334 (Matzun)—Arnhold & Karberg & Co.  
Earl of Elgin, British bark, 979 (Morrison)—S. C. Faham & Co.  
Edward May, American bark, 890 (Johnson)—W. Hewitt & Co.  
George, British bark, 895 (Grant)—Adamson, Bell & Co.  
Hugo & Otto, Norwegian bark, 370 (Koedt)—Lewis Hopkins.  
John D. Brewer, American bark, 926 (Josselyn)—Russell & Co.  
Kolga, British bark, 359 (Roper)—Nils Moller.  
Leander, British ship, 148 (Hamilton)—J. W. Muller.  
Otto, German ship, 1,205 (Follmasson)—C. & J. Trading Co.

## NAGASAKI.

In Port on 20th October, 1883.

Catherine Marden, British bark (Danielson)—Ryle Holmes.  
Kanagawa Maru, Japan, bark, 1,184 (Eckstrand)—M. B. M. Co.  
Sumanoura Maru, Japanese bark, 92







## Intimations.

A. S. WATSON &amp; CO.

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THE DISPENSARY, FOCHOW.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

## TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 1, 1883.

## SPORTING GOSSIP.

The formal opening this morning of Hongkong Racecourse for the ensuing training season was not a success—to speak the plain unvarnished truth, it was a damp and dismal failure, and contrasted most unfavorably with the brilliant turn-out which marked the celebration a year ago. Although several of our best known local sportsmen are assisting at the Shanghai Autumn Meeting, a goodly number of supporters and admirers of the national pastime turned up to sample "Tailor's" mixtures, Messrs. F. D. Sassoon and W. Reiners representing the Stewards, and the Teuton element strongly predominating. The Clerk of the Course was all there in the most correct of official costumes, and as he gracefully ambled that gay deceiver *Two-hundred* round the arena, it was long odds his genial sporting reformer thought no small "peraters" of his performance and get-up.

Two aspiring (I had almost written perspiring) specimens of the *gensu* Jockey were silently admiring themselves in boots and breeches, and building castles in the air of the marvels they mean to achieve in the contest for the Jockey Cup; three noble owners of equine celebrities of a by-gone age; a few devotees at the shrine of Mocha—I mean of the coffee-table; and the props of the local Fourth Estate—on this occasion represented by a once well known professor in the graceful art of notation for the evening "rag," and your very own correspondent—completed the anything but soul inspiring *tabula vivans*. No, I make a mistake; in addition to this array of talent there were half a dozen race ponies—perhaps it would be more accurate to say, the remnants of what were once race ponies—walking about in the enclosure.

In truth, the racers which passed in grim array before the cognate were not a brilliant lot. The Pearl (late El Dorado) once possessed something of a reputation in Shanghai, and he certainly developed unexpected staying powers when opposing Tajmahal and Pizicato in the Ke-chong Cup last spring; still his form is only very moderate, and although he has certainly summered well, and looks greatly improved, I shall be surprised to find that he has developed into a "flyer" of the first water. The cool breeze of the "gem of the orient earth" would appear to have worked wonders with Little Warlock, as elegant a specimen of the Mongolian racer as one would wish to gaze upon—for the shapely chestnut has filled out wonderfully, and has lost that generally softish look which struck me so much last season. There will be few speedier ponies than Little Warlock at Wong-nel-chong this winter, but his lack of size and weight carrying power will always stop him, even in moderate company. Gillie Callum, winner of last year's Welter Plate, is a big well-shaped pony with a nice level style of travelling that looks well at a distance, but besides being a fearful slug, his shoulders are so heavily "loaded," that a judge of a race-horse's proper formation can at once see why this animal has ranked below mediocrity. Cutty Sark is a

sturdy black that only requires a little more length and liberty of frame to make him a good pony; the want of these essentials leaves him a useful hack—and no more. There are few handsonier ponies in China than the almost perfectly shaped Robbie Burns, but the fore legs of the winner of the Stand Plate of 1881 are so much the worse for wear, that he will probably never wear silk again. The last of the half dozen, Lord of the Isles, is far and away the best of the crowd. From his old fashioned head to his powerful and well turned quarters the gallant black is every inch a race-horse, but—there is always a *but* in these cases—the enlarged back tendons and spongy looking fetlock joints look ominous for the success of a thorough preparation. Fit and well at the post the sensational victor in the Scurry Stakes and Navy Plate of two years ago would take a lot of beating from the best of the northern champions, but the difficulty is, and always has been, to get this game pony to the starting post in racing condition.

The absence of the subscription griffins divested the proceedings of all interest. It seems rather a pity that these noble animals could not have been sent down a week or two before the opening day; however, we can't have everything we desire, and it is some consolation in our disappointment to know that there are still oceans of time in front of us for all necessary training purposes, and further that the delay in shipping the griffins from Shanghai has given the C. C. a few extra days to get the track in decent order. As the *Fooksang* is expected in a day or two, local "sports" will soon have an opportunity of deciding for themselves whether the flaming reports of the excellence of the "Hongkong griffins" have been exaggerated or otherwise.

The matches between Little Warlock and Cutty Sark, and Robbie Burns and Mr. Bromhead's black griffin were not brought to a head this morning. The black griffin, through the blundering stupidity of a mafuo, was not on the spot, and his chestnut adversary was slightly groggy on his fore-leg. Cutty Sark was in readiness and so was Little Warlock, and so were their riders, but as there happened to be only one saddle on the ground, an unforeseen and insurmountable difficulty was created. There were other reasons too why a postponement of these sporting events was necessitated. The race-course was of course closed, and the training track has been fenced off into two portions all the way round, the object of this being to prevent the turf on that portion next the ditch from being turned into the hardness and consistency of a turnpike road. The idea is a good one, but it would be quite impossible to gallop at racing pace in the narrow space now allotted for training, without incurring grave risk to life and limb. I am not more careful of my precious neck than my neighbours, but as I am not particularly anxious to attend my own funeral just yet while, and as I have, moreover, a sneaking regard for the faithful, if utterly useless, brutes which comprise my "menagerie"—that is the facetious manner in which the Shanghai *Mercury* man alludes to my famous stud—I have made up my mind that no pony of mine shall go on the training track until the existing danger is removed.

Theoretically Mr. Tripp's plan is a good one; practically it will not answer at Wong-nel-chong owing to the narrow and circumscribed course. In several places, but especially at the turn out of the straight the track fenced off for training is only a few feet wide, and as the turn is a very sharp one and dangerous at all times, no man in his senses would venture to gallop down the straight at any considerable rate of speed. With raw, untrained griffins, which are prone to bolt, and perhaps inclined to bucking and other vices, the difficulty of the position is greatly increased. I applaud Mr. Tripp heartily for his laudable endeavours to do everything possible for the benefit of owners and in the interests of sport, but would strongly recommend him to abandon this dangerous innovation, as no good can result from it, but more likely a great deal of harm. If it is thought absolutely necessary to preserve the inside of the training course for galloping mornings, the old fashioned "dolls" properly placed will answer every purpose.

Mr. Essex, who looks many pounds lighter than when he went to scale last season, gave Gillie Callum about a mile and a half trotting exercise and finished up with a nice easy canter. The grey was difficult to handle, several times attempting to bolt, and on the narrow and dangerous track the jockey's position was not an enviable one. The same gentleman afterwards gave Little Warlock a turn, and thereby hangs a tale. The owner of the chestnut offered to wager that the aspiring horseman would get unshipped before one round of the course was completed; this was at once accepted, although it was said Little Warlock had not been mounted for eight months, and was as vicious and as full of tricks as a three years old monkey. No difficulty was experienced in mounting; the pony stood like a sheep, and walked on the course as quietly as an old cow, if rather more jauntily than that useful quadruped. Except a little juddering, the chestnut went steadily enough, and after negotiating the Black Rock hill commenced to canter rocking horse fashion. Round the bend into the straight came Mr. Essex and Little Warlock, and the Macao levithans' dollars looked as good as lost, when—height! up went the pony's back, and down went the rider, smashing the fence in his fall, and with one of the stirrup irons hanging to his boot. Little Warlock, thus unexpectedly set at liberty, jumped the fence twice, and after getting his forelegs entangled in the reins, quietly sauntered down the course and was easily secured. The rider was fortunately unhurt. Query—Have the Macao "sports" been doing a "pardon" of the "long summer" afterwards in qualifying Little Warlock for Chianlin's Circus?

I am pleased to be able to say a good word for old "Tailor's" mixtures. The tea this morning was "first chop," the coffee fragrant as that supplied in a first class "Pang" restaurant, and the bread and butter quite worthy of old times. As 24 names are already down in the subscription book, "Tailor" will not have to wait until the sweet by and bye for his recompense for providing these luxuries.

The programme of the Hongkong Race Meeting of 1884 is essentially a sporting one. Based substantially on last season's bill of fare, there are, nevertheless, several additions and improvements worthy of special notice. Space will not permit me to deal at length with the subject at present, but I am glad to see that the Maharajah of Johore, who is a thorough sportsman, has presented a cup for competition, and also notes with satisfaction that Messrs. Paterson and Bell Irving have handsomely recognised the sensational successes of Driving Cloud a year ago by giving a handsome prize for competition, bearing the game old racer's name. Mr. Reiners' "Farwell Cup" is an exceedingly delicate compliment, and a graceful tribute to the racing public from one of the most genuine supporters of the sport in this colony.

There will be two steeplechases this season, to be run on the off-day. I am not quite sure whether the Hongkong Grand National will be considered a part of the official programme, but the Clerk of the Course tells me that the entries for both events will close a fortnight before the races, and I presume will be published in a supplementary programme. The Grand National will be open to all ponies; the other steeplechase to maidens and griffins only. It is intended to make one of the conditions of the cross country events that all entries not started must forfeit \$10—to go to the second pony, a proviso which certainly ought to insure large fields of competitors.

Shanghai Races commence to-day, and, judging from the programme, ought to produce some capital sport. I hear that the race lotteries in the Model Settlement in connection with this meeting have proved a complete failure. The system of selling by stables is said to have caused this.

## AN OLD SPORTSMAN.

Hongkong, 1st November, 1883.

## TELEGRAMS.

LONDON, October 31st.  
THE FRENCH PRESS AND CHINA.  
The tone of the French Press is increasing the bitterness towards China.

## LOCAL AND GENERAL.

The steamer *Cochin*, which left San Francisco on October 15th, has arrived at Yokohama, and will sail for this port to-morrow.

The meeting of the Legislative Council, summoned for Friday, the 2nd instant, at 2.30 p.m., is postponed till 4 p.m. of the same day.

A MEMBER of the evening snatching fraternity was relegated to a year's hard labor at the Police Court this morning, for depriving a married lady named Li Ayau of her auricular pendants in Hollywood Road on the 29th ult.

We are informed by the agents, Messrs. Gibbs, Livingston & Co., that the Eastern and Australian Co.'s steamship *Tannadice*, which left Sydney on the 13th ultimo, left Port Darwin for Hongkong, on October 28th, and is due to arrive here on, or about, the 7th instant.

A VERY good hit was recently made at an election in Scotland by one of the defeated candidates. A gentleman approached him, with, "Well, Mr.—, how do you feel?" "Well," said he, "I feel, I suppose, pretty much as Lazarus did." "As Lazarus did?" said the first speaker; "how is that?" "Why," said he, "Lazarus was licked by the dogs, and so was I."

EMPHATIC in the money article in the *Overland Mail*, we find the following:—"Apart from the uncertainty about money, there seems to be but one cloud on the horizon hindering that return to confidence for which we have been waiting for some months. We refer to the action of France in the Chinese seas. What she has to gain thinking men are at a loss to understand, for French bayonets will never be able to remove the commercial ascendancy which England has attained in those regions. Indeed, the persistent aggression of France in the remote regions of Madagascar and Tonquin, apart from political difficulties, is beginning to frighten British holders of French securities; and should this alarm spread, the dawn of the day of confidence may yet be far prolonged. Of late years the trade of France has been unsatisfactory. Her imports have been increasing enormously and her exports decreasing, while her national debt has assumed still vaster proportions. Nothing but economy can uphold the financial fabric of France; and if she is plunged in a prolonged foreign war, ruin must be the inevitable consequence. Some people endeavour to attribute the increase of imports to the profitable investment of French capital abroad; but such an explanation can hardly be true. If French capital had been venturing, or if French young men had founded immense colonies as Englishmen have done, such an explanation had been possible; but the timorousness of French capital is proverbial, and the large excess of imports over exports must necessarily be an unhealthy sign. No doubt matters will adjust themselves in time. The French people, with all their faults, are not likely of their own accord to plunge into an expensive war which will lead to no ultimate profit; and as they are naturally a very thrifty nation, the increase of imports will not last any longer than necessity compels. We look, therefore, to the speedy adjustment of the difficulties between France and China, and with their removal the early return of confidence to our Stock markets."

ANOTHER war vessel was added to the active list of the British Navy on Sept. 18 by the completion for sea, at Sheerness Dockyard, of H.M.S. "Sphinx," seven guns. The *Sphinx* will be commissioned in a few days by Capt. Crawford Coffin for service in the Persian Gulf. She is fitted with a suite of cabins for the political resident, and will be partly manned by natives.

Six weeks' hard labor was dealt out to a carpenter named Chung Atai at the Police Court this morning for "annexing" a pair of "inexpressibles" belonging to a widow named Kwok Ah. Defendant averred that his mama sent him the pantaloons from the country, and that he went to pawn them to raise the wind for a game of fan-tan when he was seized and lodged in the station. Captain Thomson, however, declined to believe the purloiner of the poor widow's "unmentionables."

FROM a report of certain proceedings at Oldham the following remarkable statement is taken:—"It appeared that the woman wanted to sell her children, and a large crowd collected. She was successful in selling one child to a woman, and this woman, having purchased the child for 6d., made off with her prize in a cab. The mother wanted to dispose of the other child, and at first asked 2d. but ultimately brought down the demand to 1d. without finding a purchaser." Children are apparently cheap in England.

AMONG the many curious things to be found in the Reports of Her Majesty's Inspectors of Schools is the theory that night schools are dying out owing to what Mr. Sneyd Kynnersley, of the Chester district, calls "the counter-attractions of the Salvation Army." These attractions Mr. Kynnersley explains to be that at Salvation Army meetings there is no charge for admission, and no examination; there is singing, and he believes, dancing; there is "the society of Hallelujah laises, and other tearless joys not provided for by any ordinary time-table."

SAYS a well informed New York contemporary:—"The French and the Chinese negotiators in Paris find it hard to come to terms. The Marquis Tseng appears to be a match for M. Challemel-Lacour. The Chinaman is neither over-come by the Frenchman's shrewdness nor terrified by his menaces. From the despatches we have had it appears that for every proposition of the Frenchman there is a counter proposition of the Chinaman. It is a long time since there has been a keener contest of diplomatic wits than that which is going on over the question of Tonquin."

An enterprising Chinaman named Tsang Awong was awarded three months' hard labor at the Police Court this morning for walking off with a two-wheeler belonging to another man. The owner of the ricksha left the vehicle in the street while he went to refresh his innerman with some boiled rice, and, upon returning, found his wheelbarrow had flown. At 4 o'clock next morning he found the defendant coolly carrying the vehicle about in Queen's Road Central, and gave him in charge as a matter of course. Defendant's explanation of the transaction was of the character termed "fahy."

As we reported some time ago, Lord Granville has been reading a lecture to the Foreign Office attaches on words and their uses. There have been many national disputes between the French and English in consequence of the misinterpretation of words. There was one rather serious one as to the word *compromis*, which implies underhand bargaining, and is no equivalent for "compromise," which must be rendered as *arrangement* or *transaction*. Another English attaché made a memorable mistranslation of *equivogue* into "equivocation," which caused a week's trouble between the two countries.

HE wished to know his true mission on this heap of mud, so he consulted a phenologist, Professor Bunkum, by name. After fooling around his mudpan for about forty-five minutes, the "Professor" let out as follows:—"Your head, sir, is one of the most remarkable I have had go through my hands for many years. The utter want of any bumps indicating mental capacity of even the slightest description is only made up for by the bumps behind your ears and at the back of your head being of abnormal size. Sir, there are but two paths of usefulness open to you. You must become either a bicyclist or a colonial governor." He chose the latter.

THE authorities have under their consideration the advisability of giving the troops stationed at home a fish dinner once a week in lieu of the ordinary meat ration. The fish would cost about 2d. per ration, whereas the meat now supplied (viz. three quarters of a pound of good beef or mutton) costs 6d. per ration. What a saving for a Radical Government! But, says the *United Service Gazette*, fish dinners will not do for our soldiers. Duty is hard for our men serving at home, and our thin battalions, which are constantly kept under the established strength, make it harder than it ought to be. The men of our cavalry and artillery have a deal of hard work to perform, besides night duty, so that we cannot afford to reduce the ration allowance, for it is little enough, and the codfish dinners would be a poor help to make our boy soldiers good fighting men."

THE World, dealing with the notorious Shapiro forgeries, suggestively remarks:—"Mr. Shapiro is certainly a most unlucky man. This is the third occasion, within a very measurable distance of time, on which he has been taken in; first, with 'Samson's coffin,' then with the 'Moabithe stones' (though not by the Egyptian government, the German Government took away some of the stones from this deception), and now with this new Deuteronomy. But he may console himself with the reflection that in this case (though the Arab sheik has indeed gone to that land where all sheepskins and goatskins shall be, we are told, so carefully collated and distinguished) his deceiver should not be very hard to discover. Dr. Ginsburg is satisfied, from internal evidence, that the forger was a German Jew; and as that is Mr. Shapiro's nationality, he should be better able than most men to lay hands on the culprit."

A REGULAR Lodge of Zetland, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 9 o'clock precisely.

THE number of paupers in London during the first week of August was 84,436, of whom 50,145 were indoor and 34,291 outdoor paupers. Compared with the same week in 1882 this shows a decrease of 1,313; with 1881, an increase of 53; and with 1880, an increase of 1,755. The number of vagrants relieved in the metropolis on the last day of the first week in August was 484—329 men, 134 women and 21 children.

It is not at all improbable that another king will shortly have to pack up his tooth-brush, and take a walk round to see if he can discover any lodgings to let. Norway, it appears, has been suffering from a severe constitutional crisis lately, and twice the King has refused to see matters with quite the same eye as the local House of Commons. According to the law of the old land of the Vikings, the monarch can only say "No" twice. This word the King has decidedly uttered that number of times, and now if Norway's St. Stephen's insists upon carrying out its own will, either the Crown or the Constitution must bend. Added to the sum-total of other European troubles, Norway's imminent conflagration seems a small matter; but it would be very unpleasant for the ruler to receive a post-card some fine morning, asking him to kindly oblige by walking out of the front door never to return. Seeing that the Comte de Chambord, however, left a fortune of two and a half millions sterling, the business of a king out of work may not after all be an unprofitable one. The staff employed on this journal would not be so very disinclined to pose as crownless heads at a rate of pay which would enable them to put two millions and a half into the Post-office Savings Bank.

GUN-MAKING, says the *Times*, is almost at a standstill in the Government factories at Woolwich, and orders are anxiously awaited to make up for lost time. The transition of the national armament from muzzle-loading to breech-loading is still suspending new operations and arresting new enterprises, and scarcely a large gun has been made or a heavy coil turned out for five or six months past. The introduction of steel, although only in the experimental stages, has quite supplanted wrought-iron bars, and the rolling and coiling mills are consequently almost closed. The gun-factories are, however, busy, owing to the additional labour involved in constructing the fittings for the breech-loading appliances, which require great ingenuity and nicety of construction, and the character of the handicraft which at the present time distinguishes the department has not been equalled since muzzle-loaders went out of fashion twenty years ago. The cost of the new guns must necessarily increase with the amount of skill which they involve, and the newer guns which are coming, built up of solid steel castings, must also lead to heavy cost in comparison with the cheap system of gun-building, which is evidently to be superseded at an early date.

In an interview with a New York *Herald* reporter, Mr. Edwin Booth said that, from his experience, in both countries, he was convinced that the people of the United States are more familiar with Shakespeare than their English brethren. He judged so by the absence of Shakespearean equipment in English theatres and by the greater sympathy of American audiences, arising from their knowledge of the play and the text. Perhaps, however, it would be more correct to say that the American people, at least the theatre goers, are more familiar with the acting of Shakespeare, because three or four of the most prominent actors and actresses have played Shakespearean characters. Irving is the only English actor of prominence that has devoted himself of late years to the Shakespearean drama, and even he is quite as successful in melodrama as he is in tragedy. Without Booth, McCullough, Modjeska, and Barrett, it is doubtful if Shakespeare would be very popular in the States. That is to say, it is not love of knowledge of Shakespeare, but admiration of these interpretations, which makes Shakespeare popular. Less than half a dozen of Shakespeare's plays are familiar to American theatre-goers—"Hamlet," "Othello," "Richard III.," "Macbeth," and "Julius Caesar," which have sufficient movement to make them interesting. And "Richelles" and "Virginius" are quite as popular as Shakespeare's dramas.

THE Tel-el-Kebir anniversary, if it goes on as it has commenced, promises the *Army and Navy Gazette* thinks, to render our army ridiculous. What! Crown the colours of the Guards with laurel for marching in rear of two divisions of infantry, in an action in which they never fired a round at the enemy, to attack "a rabblement of donkey boys," as one authority who knows Egypt called them—the Guards, who have such glorious names on their colours which they never think of celebrating at all. It is incredible! Other regiments, we are told, had similar rejoicings and celebrations of this glorious Sept. 13. Sept. 20 will be allowed to pass unnoticed, but the fight on the Alma was something to be proud of. To make Arabi a Napoleon III., and Tel-el-Kebir a Sedan, is truly absurd. The political consequences of the action were, of course, very considerable; the attack on the position was admirably devised and almost as well executed—not altogether, for those who were there know best how far from admirable was the conduct of some of those engaged that morning, and what terrible confusion there was caused in the ranks in the few minutes of fighting which occurred at the principal repulse. But for the army with 200 years of traditions which have made us proud of the men who went out to meet the veteran battalions of the greatest captains of the world, and who, under Marlborough, Wellington, and other far famous generals, achieved the most brilliant triumphs in the hard-fought fields which tested the best qualities of soldiers, to exult their horns and wreath their colours with laurels for the overthrow of a crowd of armed fellows is almost pitiable.

A SINGULAR and touching incident occurred on September 2nd at the scene of the battle of Montebello. The Austrian and French military representatives at the Italian manoeuvres happened to be together near the ossuary of the soldiers who fell at the battle on May 20th, 1859. The Austrian officers made a proposal to the French officers that they should go together on the following day and deposit a wreath on the monument. This was agreed to. On the following day, when the officers met before the monument, General Fabre, the chief French representative, taking the hand of General Joleson, the chief Austrian representative (both of these officers having been severely wounded at Montebello), said:—"Permit me, General, to say how touched we were at your proposal to come and deposit together a souvenir of our comrades who died on the field of battle. Our joining together in this act shows that, if we fought against each other, we learnt to appreciate and esteem each other. I take this opportunity to express my heartfelt hope that if ever we meet again on the field of battle it will be as friends and not as enemies." General Jibaudin has written to General Fabre, thanking him in the name of the country and the army, to whom his attitude and his words have done honour.

A MOST serious event, says *Vanity Fair*, occurred the other day at Cowes. Mrs. Cust, who has always "discontented inferior persons and entertained angels," gave a party to a very limited number of very distinguished people, and among others to Mr. Wellington, the French Ambassador, who was brought by Commodore His Royal Highness the Prince of Wales. In the course of the evening Mr. Waddington expressed some opinions the reverse of complimentary of the English fleet, and alleged that the French fleet was far superior to it in every way. Sir Harry Keppel, who was present, very naturally resented this, and said he should like to get the French fleet outside and have a turn-up with them, whereupon the dispute waxed warm. Lord Charles Beresford now came into action, and from words the French Ambassador and the British sailors proceeded to come to blows. The Prince was, as might be expected, much concerned at this, and at his suggestion Mrs. Cust precipitated herself at much danger to herself between the disputants, and restored something like order for a time. But shortly afterward the discussion was renewed even more vigorously, and at last the French Ambassador was "hustled out of the room, and finally pitched over the wall of Mrs. Cust's garden into the street. By dint of much exertion and many apologies, Mrs. Cust induced him to come back, and with his leg seriously damaged, if not broken, by his fall, and still so much offended that it was feared by all that he would demand his passport and return to Paris, there to represent the matter. The whole of Cowes is ringing with and canvassing this matter, and great apprehensions exist, while every kind of rumor is flying about in connection with it. The latest of these rumors is that the French Ambassador was not an Ambassador at all, but W. H. Russell got up on his return from Egypt to represent a Frenchman, and that the whole thing was a practical joke previously arranged by the Prince of Wales, the Admiral of the fleet and the captain. It may turn out that this explanation—far-fetched as it must seem—is the true one. It would be very lamentable that Mrs. Cust should innocently have become the cause of a rupture between France and England.

COMPETITION, says the *Contemporary Review*, is the cause of all progress; it is the great force of industrial activity, the source of our power. But it is productive of an endless agitation, of permanent uneasiness, and of general instability. No one is satisfied with his lot, no one feels secure as to his future. The rich burn to acquire greater riches, and he who labors to live fears the loss of his daily bread. Every man is free, and all fulfill their destiny; there is no class war, apart, no inaccessible trade, equality is legally established, but is point of fact, inequality exists, and is the most irritating because every man may aspire to all. There are more bitter awakenings, as more lofty dreams are indulged in. All may climb to the highest step on the ladder, but few reach it, and those who remain below curse those who are above them, while coveting their place. Men formerly were not worried by the wish for change, because they saw no means of getting it. They were possessed of no ambition to change their state, nor of any thirst for riches; for all this was beyond their reach. Their lot, in this world, was fixed, and their hopes were for the next. Now they desire happiness for this present life, and aim at destroying all that they have, and are the equal of the gods in earthly joys. We must not forget that there are many reasons why men of the present day should pursue wealth with much greater ardor than formerly. In the first place, it can restore them many more enjoyments than at the period we speak of—home comforts and luxuries of every kind, the pleasure of travelling all over the world, summers passed in charming Alpine resorts, and winters on the enchanting coasts of the Mediterranean—all this has replaced the monotonous existence of the Middle Ages, which could only spend his superfluous revenues in entertaining his subordinates. As the present time the old feeling of good-will between master and servant, landlord and tenant, has wholly disappeared. The proprietor and capitalist now look only to the increase of their revenue, and in this they conform to the principle of orthodox political economy. On the other hand, tenants and workmen of all classes are becoming daily more convinced of the truth of the terrible adage, "Our master is our enemy." The class struggle, which has broken out in Ireland in all its horror, is at present an exception; but the sentiment which gave it birth and is to be found fermenting in the breasts of nearly every rural population, in the country villages of Russia, Germany, Spain, Austria, and Italy, and to be heard only words of sorrow, hatred, and revolt.



# The Hongkong Telegraph.

No. 550.

THURSDAY, NOVEMBER 1, 1883.

SIX DOLLARS  
PER QUARTER.

## For Sale.

LANE, CRAWFORD & Co.,  
HAVE RECEIVED THE FOLLOWING  
NEW GOODS.

FENDERS and Fire-irons,  
New Fire-guards and Coal Vases;  
Kerosine Cooking Stoves,  
Hinks' "Duplex" Table Lamps in new designs,  
New Folding Lamp Shades,  
Linen "Dagmar" Shades,  
"Saratoga" Trunks and Ladies' Dress Trunks,  
Travelling Bags and Hold-alls,  
Despatch Boxes and Portfolios,  
New "Slider" Playing Cards,  
"Moguls" and "Squeezers" Call Bells,  
Scrap Books, New Office Sundries,  
Christmas Cards in New Prize Designs,  
Menu and Name Cards,  
Porcelain Menu Tablets,  
Artist's Materials and new Canvases,  
Air Beds and Cushions, New Cutlery,  
Christy's Felt-Hats in New Shapes and Colours,  
Ellwood's Felt-Hats on Cork,  
Cricketing Caps and "Tam-o-Shanter" Caps,  
Tennis Socks, Tennis Bats, Tennis Balls,  
Cricket Bats, Balls and Stumps,  
Guns and Sportsmans' Sundries,  
Cope's Tobacco, Fresh Golden Cloud,  
Fresh Birdseye and Mixture,  
Manila and Penang Cigars,  
New Saddlery, Whips and Fly Switches,  
Curry Combs and Brushes,  
Saddles and Saddle-cloths.

LANE, CRAWFORD & Co.,  
Hongkong, 25th October, 1883. [340]

C. L. THEVENIN,  
WINE AND SPIRIT MERCHANT,  
HONGKONG HOTEL BUILDINGS,  
HAS FOR SALE.

A FINE ASSORTMENT  
OF  
WHITE AND RED  
B U R G U N D I E S,  
GRAND HERMITAGE,  
CHAMBERTIN, POMMARD,  
RICHEBOURG, CHABLIS,  
Pils and Quarts.  
OLD PORT, SHERRY, WHISKEY, COGNAC,  
ASSORTED  
LIQUORS AND SYRUPS,  
PERFUMERY,  
&c., &c., &c.  
Hongkong, 17th October, 1883. [780]

## Insurances.

### NOTICE.

THE MAN-ON-INSURANCE COMPANY,  
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE  
ASSOCIATION.

CAPITAL (Fully Paid-up).....\$1,400,000.00  
PERMANENT RESERVE.....\$1,400,000.00  
SPECIAL RESERVE FUND.....\$1,400,000.00

TOTAL CAPITAL and  
ACCUMULATIONS, 31st  
March, 1883.....\$5,600,000.00

F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq., Wm. MEYER, Esq.,  
A. J. M. INVERARY, Esq., G. H. WHELER, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

Policies granted on MARINE RISKS to all  
parts of the World.  
Subject to a charge of 12 per cent. for interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, 25th May, 1883. [83]

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.  
RESERVE FUND.....\$708,888.87.

BOARD OF DIRECTORS:  
LEE SING, Esq., LEE YAT LAY, Esq.,  
LO YOK MOON, Esq., CHU CHIE NUNG, Esq.

MANAGER—HO AMEI.  
MARINE RISKS ON GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
of UNDERWRITERS.

ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1883.

RECORD of AMERICAN and FOREIGN  
SHIPPING.

ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1883. [470]

## Amusements.

THEATRE ROYAL,  
CITY HALL, HONGKONG.

THE LOFTUS TROUPE  
WILL OPEN THEIR SEASON EARLY  
NEXT WEEK  
(dependent upon the arrival of the next  
MITSU BISHI STEAMER)

GILBERT AND SULLIVAN'S CELEBRATED  
COMIC OPERA  
THE

PIRATES OF PENZANCE.

NEW AND APPROPRIATE SCENERY BY  
C. J. BARBER.  
Correct Costumes, and Artistic Properties.

The Company having had a most successful  
Season at Shanghai and in Japan, will  
spare neither pains nor expense to  
mount all their pieces in the  
most complete manner.

PRICES:  
Dress Circle and Stalls.....\$2.00  
Pit.....\$1.00  
SUBSCRIPTION TICKETS.  
Dress Circle or Stalls, 12 Nights.....\$20.00

In the Subscription series no piece will be  
presented twice.

Box plan now ready at Messrs. KELLY &  
WALSH'S.  
Hongkong, 29th October, 1883. [814]

## Auctions.

### PUBLIC AUCTION.

M. J. M. GUEDES has received instructions  
from the MORTGAGEE to Sell by Public  
Auction, on

MONDAY,

the 5th November, 1883, at TWO O'CLOCK P.M.,  
at the Premises,  
A VALUABLE LEASEHOLD PROPERTY,

SITUATE IN  
HOLLYWOOD ROAD,  
Victoria, in the Colony of Hongkong.

Comprising:  
All those Pieces or Parcels of GROUND Re-  
gistered in the Land Office as Subsection  
No. 1 of Section A of INLAND LOT No. 90,  
and Section C of INLAND LOT No. 90  
with the Messuages or Tenements thereon  
being Nos. 83, 85, 87, 89, 91 and 93, Holly-  
wood Road, as the same Premises are held  
for the residue of a term of 75 years and for  
the further term of 924 years subject to the  
payment of the due proportions of the rents  
and to the performance of the Covenants  
and Conditions reserved by and contained  
in the Crown Lease of the whole of the  
said Inland Lot No. 90, and the extension  
thereof.

The Property is sold subject to the existing  
lettings thereof respectively.

For Further Particulars of the Property and  
Conditions of Sale, apply to  
BRERETON, WOTTON, & DEACON,  
Solicitors for the Mortgagee,  
Hongkong, or to

J. M. GUEDES,  
Auctioneer,  
Hongkong, 10th October, 1883. [785]

### PUBLIC AUCTION.

THE Undersigned has received instructions  
from the MORTGAGEE, to Sell by Public  
Auction, on

THURSDAY,  
the 8th November, 1883, at THREE P.M., at the  
Premises, all that

VALUABLE LEASEHOLD PROPERTY,  
KNOWN AS THE

TUNG HING THEATRE,  
Situate in Victoria, in the Colony of Hongkong,  
Comprising:

All that Piece of GROUND registered as  
INLAND LOT No. 700, and measuring on  
the North 100 feet, on the South 100 feet,  
on the East 200 feet, and on the West 200  
feet and containing in the whole 20,000  
square feet.

Together with the Theatre known as the  
TUNG HING THEATRE and all the other  
erections and buildings thereon. Held for  
the residue of a term of 99 years at the  
Yearly Crown Rent of \$66.12.

For Further Particulars of the Property and  
Conditions of Sale, apply to  
SHARP, TOLLER, & JOHNSON,  
Solicitors for the Mortgagee,  
or to

J. M. GUEDES,  
Auctioneer,  
Hongkong, 26th October, 1883. [805]

## Notices of Firms.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE.

THE Undersigned has resumed charge as  
SECRETARY of the Society.  
By Order of the Board,

N. J. EDE,  
Secretary.  
Hongkong, 29th October, 1883. [812]

NOTICE.

THE Undersigned have been appointed  
Agents of the CHINA SHIPPERS'  
MUTUAL STEAM NAVIGATION COM-  
PANY, LIMITED.

ARNHOLD, KARBURG & Co.  
Hongkong, 10th October, 1883. [786]

NOTICE.

FROM this date Messrs. RUSSELL & Co.  
will conduct our Business at this Port, and  
all Communications should be addressed to them.  
Messrs. RUSSELL & Co. will also act as Agents  
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.,  
Hongkong, 1st August, 1883. [606]

## Intimations.

ROSE & CO.

HAVE JUST OPENED.

NEW BLACK, AND COLORED SILKS.  
FRENCH BROCHE GAUZES.

COLORS SILK VELVETS AND VELVETEENS.  
STAMPED VELVETS AND VELVETEENS.  
BLACK VELVETS AND VELVETEENS.

NUNS' VEIL CLOTH in all New Shades.  
BLACK & COLORED CASHMERES.

CASHMERE, SILK, AND BEADED JERSEYS.  
BOYS' JERSEY SUITS.  
KID AND SUEDE GLOVES.

ALSO  
THE NEW JERSEY SUEDE GLOVES.

LACES, FEATHERS, FLOWERS, &c.  
LADIES' FELT HATS.

PARIS MILLINERY AND TRIMMED HATS.  
MANTLES, FISHUS AND CHENILLE CAPES.  
&c., &c., &c.

ROSE & Co.,  
31 AND 33, QUEEN'S ROAD. [716]

KELLY & WALSH  
HAVE JUST LANDED.

FRESH TOBACCOS.

EX "AJAX"  
COPE'S GOLDEN CLOUD.

COPE'S STRAIGHT CUT.

EX "GLENFRUIN,"  
WILLS' BRISTOL BIRDS EYE.

WILLS' THREE CASTLES.  
WILLS' GOLDEN FLAKE HONEY DEW.

WILLS' PRINCES MIXTURE.  
WILLS' BEST SCOTCH.

WILLS' SCENTED RAIPPEE.  
FROM SHANGHAI.

HAPPY THOUGHT.  
GOLDEN EAGLE.

DOLLAR BRAND.  
STAR MIXTURE.

NOVELTIES IN FANCY AND FASHIONABLE STATIONERY.

THE CROCODILE LEATHER NOTE PAPER & ENVELOPES.  
THE RUSSIA LEATHER PAPER & ENVELOPES.

THE MOROCCO LEATHER PAPER & ENVELOPES.  
THE CRUSHED STRAWBERRY NOTE PAPER & ENVELOPES.

CHRISTMAS AND NEW YEAR'S CARDS,  
A VERY FINE ASSORTMENT OF  
THE CHOICEST AMERICAN AND ENGLISH PRODUCTIONS.

KELLY & WALSH.  
Hongkong, 24th October, 1883. [160]

W. BREWER.  
HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.  
HALF CAPORAL CIGARETTES.

FULL CAPORAL CIGARETTES.  
SULTANA CAPORAL CIGARETTES.

GOLDEN CLOUD TOBACCO.  
ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.  
WALDTEUFEL ALBUM.

MUSICAL FAVORITE.  
SUNSHINE OF SONG.

SILVER WREATH.  
LA CREME DE LA CREME.

ROBERT FRAUN'S ALBUM.  
SCOTTISH SONGS.

MOORE'S IRISH MELODIES.  
GERMAN SONGS.

SILVER CHORD.  
MUSICAL TREASURE.

SHOWER OF PEARLS.  
NEW FANCY STATIONERY IN GREAT VARIETY.

THE POLYOPTICON.  
W. BREWER,  
QUEEN'S ROAD. [784]

SAYLE & CO'S  
SHOW-ROOMS.  
JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.  
SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND  
BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,  
VELVETS, SATINS,  
&c., &c., &c.  
SAYLE & CO.  
VICTORIA EXCHANGE, HONGKONG. [730]

## Consignees.

### UNION LINE.

NOTICE TO CONSIGNEES.  
FROM LONDON, PENANG, AND  
SINGAPORE.

THE Steamship  
"CAIRNSMUIR."

Captain Castle, having arrived from the above  
Ports, Consignees of Cargo are hereby requested  
to send in their Bills of Lading to the Under-  
signed for Countersignature, and to take im-  
mediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer  
will be at once landed and stored at Consignees'  
risk and expense and no Fire Insurance will be  
effected.

Optional Cargo will be forwarded on to  
Yokohama unless notice to the contrary be given  
before NOON, TO-DAY, the 27th inst.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
3rd November, or they will not be recognised.

RUSSELL & Co.,  
Agents.

Hongkong, 27th October, 1883. [807]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship  
"OCEANIC,"

the above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for Countersignature and to take  
immediate delivery of their Goods from along-  
side.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

F. E. FOSTER,  
Agent.

Hongkong, 29th October, 1883. [1]

## Intimations.

### WANTED TO RENT.

A LARGE STABLE.  
Apply to  
R. FRASER SMITH,  
Hongkong Telegraph Office.  
Hongkong, 24th October, 1883.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five  
pounds per Share, on Contributions and DIVI-  
DEND OF EIGHTEEN DOLLARS and TWENTY-  
NINE CENTS per Share for the year 1882, will  
be Payable on MONDAY, the 22nd instant.  
Warrants may be had on application at the  
Office of the Society on and after that date.  
By Order of the Board,

DOUGLAS JONES,  
Acting Secretary.

Hongkong, 22nd October, 1883. [794]

CHINA FIRE INSURANCE COMPANY,  
LIMITED.

ADJUSTMENT OF BONUS FOR THE  
YEAR 1882.

SHAREHOLDERS are hereby requested to  
send in to this Office a List of their Con-  
tributions of Premium for the year ended 31st  
December last, in order that the proportion of  
Profit for that year to be paid as Bonus to Con-  
tributors may be arranged. Returns not sent in  
before the 30th November next, will be made up  
by the Company, and no subsequent claims or  
alterations will be allowed.

By Order of the Directors,  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 1st September, 1883. [673]

LOST.

ON BOARD the River Steamer "POWAN,"  
an IRON TRUNK containing BOOKS,  
PAPERS, CLOTHING, &c.

The above has probably been taken away by  
mistake by some Passenger, and the OWNER  
will feel greatly obliged by its being RETURNED  
on board the Steamer as early as possible.

Hongkong, 9th October, 1883. [759]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the  
CONSERVATOIRE DE BERGAMO and late of  
the ROYAL ITALIAN OPERA COMPANY has  
the honor to inform the community that he has  
arranged to remain in Hongkong, and will give  
lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.  
Address—Messrs. KELLY & WALSH,  
Queen's Road.

Hongkong, 1st March, 1883. [168]

ROYAL YORK HOTEL,  
OLD STEVIE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated,  
with Suitable Rooms and ample accom-  
modation for travellers, especially those coming  
from Eastern Climates. FAMILIES and GENTLE-  
MEN will find every comfort they can wish for at  
the above establishment.

A. HOADLY,  
Proprietor.

593.

"CLARIDGE'S HOTEL,"  
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable  
HOTEL for FAMILIES and GENTLEMEN  
going home from the Far East. It is under the  
direct management of Mr. and Mrs.  
GEORGE PRAGNELL, who spare no pains in  
providing their visitors with every possible  
comfort.

HOP SHING & CO.  
ENGINEERS, BOILER MAKERS,  
COPPER SMITHS, BRASS AND  
IRON FOUNDERS, &c.

HAVING this day commenced Business, we  
are ready to undertake work of the  
above descriptions under the Supervision of an  
EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and  
at MODERATE TERMS.  
EVERY DESCRIPTION OF  
ENGINE ROOM STORES SUPPLIED.  
NESS IRON WORKS.  
West Point, Hongkong.  
Hongkong, 25th September, 1883. [718]

## Shipping.

### STEAMERS.

NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.

THE Steamship  
"LIBAN,"

Lable, Commander, will sail on or about  
the 7th November, for MARSEILLES,  
via SAIGON, SINGAPORE, COLOMBO,  
ADEN, and SUEZ; and with leave to call at  
PENANG and TUTICORIN. In connection  
with these Steamers the Company runs a Line  
from MARSEILLES to HAVRE and LONDON,  
leaving MARSEILLES after arrival of the  
Steamer from CHINA.

The Company also runs Steamers regularly  
from MARSEILLES to numerous Ports in the  
MEDITERRANEAN and BLACK SEA, by  
which through freight may be booked.

The Company has a Forwarding Agency at  
Paris, 9, Rue de Rougemont, giving special  
facilities to Shippers.

Each Steamer carries a Surgeon and  
Stewards.

The Line is noted for its Cuisine and Beer  
and Table Wines are included in the Passage  
Money.

RETURN TICKETS are now granted by the  
Steamers of the line, available for the  
undetermined periods, to be reckoned from  
the date of arrival at Marseilles of the Steamer  
for which the Ticket is issued to the date of  
re-embarkation there of the Holder of the  
Ticket.

Special rates are arranged for families.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 8th October, 1883. [754]

## SAILING VESSELS.

FOR SAN FRANCISCO.  
THE 3/3 L. I. British Ship

"CHARLES DAL."  
Watson, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 3rd October, 1883. [744]

FOR NEW YORK.  
THE 3/3 L. I. German Ship

"GUSTAV & OSCAR."  
Seemann, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 25th October, 1883. [803]

## Mails.

### OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship

"OCEANIC,"

will be despatched for San Francisco, via Yokohama,  
with the option of calling at Honolulu, on  
SATURDAY, the 17th November, at THREE P.M.

Connection being made at Yokohama with  
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until Five P.M. the day pre-  
vious to sailing.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Consular Invoices to accompany Cargo  
should be sent to the Company's Office, ad-  
dressed to the Collector of Customs, San Fran-  
cisco.

For further information as to Freight and  
Passage, apply to the Agency of the Company  
No. 504, Queen's Road Central.

F. E. FOSTER,  
Agent.

Hongkong, 27th October, 1883. [1]

## To be Let.

TO LET.

THE Upper Portion of the Eastern Wing of  
BAXTER HOUSE, containing a Large  
Room, Bath-room, &c. Water laid on and every  
convenience, Furnished or Unfurnished. Terms  
Moderate.</